



**ON
TRACK
OFF
ROAD**



MX

43 year wait almost over...

...if you are a German motocross fan. Ken Roczen is on the edge of the 2011 MX2 title and will be the first rider from his country to conquer a category of the FIM World Championship since 1968. The seventeen year old has won six of the last seven Grands Prix on his works KTM 250SX-F and can create a landmark for his country this coming weekend on home turf...

Photo by Ray Archer







MotoGP

Two worlds collide...

The use of the 'brickyard' for the fourth time in MotoGP history saw the world's fastest motorcycles enter arguably car racing's most famous arena. The twelfth round of the MotoGP series was also the nineteenth motorcycling GP to be held in the USA. The very first, in 1964, was run at another American motorsport institution: Daytona

Photo by Monster Energy/Milagro









AMA-MX

Sandy playground...

...or not as the case would be at Southwick where a hard tenth round of twelve in the AMA Nationals saw difficult days for Ryan Dungey and Chad Reed amongst others. The fringes of Hurricane Irene helped turn this section of Massachusetts into a muddy test for all concerned but the sand was as hard to deal with as usual for man and machine

Photo by Steve Cox





MotoGP

RED BULL INDIANAPOLIS

INDIANAPOLIS • AUGUST 28TH

MotoGP winner: Casey Stoner, Honda

Moto2 winner: Marc Marquez, Suter

125cc winner: Nico Terol, Aprilia



GRAND PRIX



JUST TOO GOOD...

By Gavin Emmett

Photos by Monster Energy/Milagro, www.yamahamotogp.com,
Honda Pro Images, Ducati Corse Press



Lorenzo missed the podium for a second Grand Prix in a row (it was only twice in the whole of 2010) and was left frustrated by excessive front tyre wear.

After a third consecutive win at the weekend at Indianapolis, Casey Stoner already has one hand on the MotoGP World Championship for 2011.

He dominated proceedings throughout, despite the fact that he described the circuit as one of

his 'least favourites ever'; a sentiment which was then exacerbated by the slippery and dirty new surface.

Having started from pole, Pedrosa took the obligatory holeshot, with Lorenzo squeezing through on the Australian as the latter was forced to roll



Rossi has gone beyond the point of prayer now. The Italian rode well from last to tenth in spite of a gearbox problem that caused him to run off the track

off the throttle in turn three after almost clipping his team-mate. Stoner didn't take too long to hit the front though, first passing Lorenzo down the straight on lap three before relegating Pedrosa in the same place four laps later. He never looked back as he claimed his sev-

enth win of 2011 and extended his lead to 44 points. With six rounds remaining, he can afford to cruise to the title now, but may well want to wrap it up at his home round in Phillip Island, where he would need just a 50-point advantage to be crowned king.

TM

Stoner's 30th MotoGP victory was also his 37th career triumph, taking him level with Lorenzo and Pedrosa as the 12th most successful GP racer of all-time



Pedrosa had a lonely ride to second, whilst Ben Spies would eventually claim third having had a disastrous opening lap which saw him drop from second on the grid to ninth in turn four. It was a shame for the race itself as Spies had not suffered the serious front-end graining issues that several other riders had

complained of, including his team-mate Lorenzo. The Texan had also run consistently at a similar pace to Stoner, which he demonstrated once past his factory Yamaha colleague, dropping back into the 1'39 bracket only visited by himself and Stoner on race-day.



Pedrosa recovered from a crash at the last round in the Czech Republic and a deficit of one second to Stoner in qualification to notch second spot and his sixth podium finish from the seven races he has contested in 2011

With Lorenzo taking a disappointing fourth, behind there was more disaster for Ducati, as a gearbox problem from Rossi saw him drop to the back of the field before recovering to a season-lowest tenth place finish, whilst Nicky Hayden's Indy charm waned as he started well in fourth but dropped to the back of the

field with tyre issues before pitting. He returned to the track to take 14th and last place. De Puniet finished top Ducati in eighth, a season's best, with Hector Barbera crashing out in the final corner whilst battling with the Frenchman and Aoyama.




Bautista scored sixth and almost equalled his best finish of the season as the rumours intensified about Suzuki's withdrawal from MotoGP for 2012



Indy presented Cal Crutchlow with his highest classification in seven races with 11th place





Only at Indianapolis. Spies, who rode incredibly well after a shaky start to grab his third podium of the season and first after his Assen win, nears the banking of the giant facility that seemed empty due to a seating capacity that fits over a quarter of a million people



WILL MOTOGP RETURN TO INDY?

By Gavin Emmett

The deal to take MotoGP to Indianapolis was first signed back in 2007, when Nicky Hayden ruled as world champion and American interest was soaring. The first GP came a year later, but it was blighted by Hurricane Ike ripping its way through middle America.

Whether because of that bone-soaking experience or simple apathy, fan-numbers have dropped off slightly, but the Indy GP is still popular. Yes, some TV shots of the Brickyard make the stands look bare on race-day for the MotoGP event, and it's true that on the main straight the fans are seriously dwarfed by the massive three-tier grandstands, but still over 64,000 people attended the event. Unfortunately the majority sit in the stands at turns one and four, which the cameras struggle to pick up as they are on the outside of the oval.

Even so, I was asked the same question numerous times throughout the weekend by local media, fans and even employees of Indianapolis Motor Speedway. Will MotoGP return next year?

I think most people who attend the event would say that they hoped so. It is well-run, the facilities for those working at the race are excellent, and IMS offers a completely different experience to racing at Laguna Seca for example. There's that rich sense of history when you cross underneath the oval. Heightened further when you discover that the first motor race at the Brickyard was actually for motorcycles. That was back in 1909 with the first Indy 500 two years later in 1911.

There is also a different kind of race-goer at Indy. Of course you get the usual sport-bike enthusiasts from all over the Midwest region, but downtown Indy was also replete with custom bikes and neon-shod monstrosities.

There's also a big local interest in motorsport, which brings in the more casual fans too.

The riders may have seemed rather sceptical about the new track surface but any new pavement takes time to bed in, and by the end of the weekend, the racing line offered just about enough grip. HD TV pictures also showed how dirty the track was off-line so their criticism was to a certain extent justified - I don't remember ever seeing such a clearly-defined racing line in MotoGP with the dust and marbles so evident.

Nevertheless, the facility went to great expense to lay the new asphalt, clearly a sign that they want to continue racing on the infield of some sort. F1 and MotoGP have both signed contracts with the Circuit of the Americas in Texas, but is another stop on this continent viable? Is everything above 'enough' to convince the people who run the Brickyard whether they want to continue to run the race as their third event of the season? Similarly, are Dorna interested in keeping the race on the calendar?

It will all come down to money of course. Whether IMS can justify the costs of staging the race against the attendance figures and marketing value, and whether MotoGP can allow the sport to lose such a prestigious stop in a country which is one of the biggest consumers of motorcycles and their products.

I, for one, sincerely hope to be back there next year.

CLASSIFICATION & WORLD CHAMPIONSHIP



MotoGP RESULT

Riders

| | | |
|---|-----------------------|--------|
| 1 | Casey Stoner, AUS | Honda |
| 2 | Dani Pedrosa, SPA | Yamaha |
| 3 | Ben Spies, USA | Yamaha |
| 4 | Jorge Lorenzo, SPA | Yamaha |
| 5 | Andrea Dovizioso, ITA | Honda |

MotoGP CHAMPIONSHIP STANDINGS (AFTER 12 OF 18 ROUNDS)

| Riders | Points |
|--------------------|--------|
| 1 Casey Stoner | 243 |
| 2 Jorge Lorenzo | 199 |
| 3 Andrea Dovizioso | 174 |
| 4 Dani Pedrosa | 130 |
| 5 Ben Spies | 125 |



Moto2 RESULT

Riders

| | | |
|---|--------------------|--------|
| 1 | Marc Marquez, SPA | Suter |
| 2 | Pol Espargaro, SPA | FTR |
| 3 | Esteve Rabat, SPA | FTR |
| 4 | Bradley Smith, GBR | Tech 3 |
| 5 | Scott Redding, GBR | Suter |

Moto2 CHAMPIONSHIP STANDINGS (AFTER 11 OF 17 ROUNDS)

| Riders | Points |
|-------------------|--------|
| 1 Stefan Bradl | 193 |
| 2 Marc Marquez | 165 |
| 3 Andrea Iannone | 096 |
| 4 Alex De Angelis | 096 |
| 5 Simone Corsi | 093 |

125cc RESULT

Riders

| | | |
|---|-----------------------|---------|
| 1 | Nico Terol, SPA | Aprilia |
| 2 | Maverick Viñales, SPA | Aprilia |
| 3 | Sandro Cortese, GER | Aprilia |
| 4 | Sergio Gadea, SPA | Aprilia |
| 5 | Johann Zarco, FRA | Derbi |

125cc CHAMPIONSHIP STANDINGS (AFTER 11 OF 17 ROUNDS)

| Riders | Points |
|--------------------|--------|
| 1 Nico Terol | 191 |
| 2 Johann Zarco | 165 |
| 3 Maverick Viñales | 152 |
| 4 Sandro Cortese | 147 |
| 5 Jonas Folger | 117 |

2012 PADDOCK PICTURE STILL FUZZY...

While the factory efforts seem to have sorted out their personnel for 2012, the rest of the MotoGP grid is still awaiting confirmation in terms of which rider will race where.

The Repsol Honda team is expected to feature Casey Stoner and Dani Pedrosa, who both have tested the 1000cc bike and have contracts for next year. The question marks at Honda hang around Andrea Dovizioso who has been impressively consistent this year, if unable to take a race win so far. He wants to continue at Honda, but the factory has still not confirmed how many factory machines it will produce – and that is a factor in Dovi's decision.

Another current factory rider, Marco Simoncelli, also appears to be in some sort of limbo as he requests a works Honda for next season. Both Italian riders will want their future sorted quickly otherwise the options available will diminish.

One of the saddles that looks to be available is the Tech3 seat of Colin Edwards after the Texan confirmed to me in Indianapolis that he wouldn't be with the French squad next year – ending seven years of association with Yamaha. He looks set to board one of the new CRT bikes in '12, opening up a scramble for his current ride. The factory Yamaha team will continue as Jorge Lorenzo and Ben Spies, whilst Cal Crutchlow has a contract for another term.

At Ducati, Valentino Rossi and Nicky Hayden will maintain the Italian manufacturer's charge. Despite reports to the contrary earlier this

year Rossi confirmed he intends to see out his contract with the Borgo Panigale factory and will hope that all the hard work and suffering of 2011 will pay off.

There are still question marks over the Suzuki line-up with rumours abounding that they will compete next season, initially with an 800cc bike before they build their 1000cc prototype. Having run one bike in 2011 it is hoped they will double their entry next year, with Alvaro Bautista pencilled in to stay blue and John Hopkins angling for a return also.

Among the satellite teams much is still to be signed. With Loris Capirossi having struggled to re-adapt to the Ducati he may be an option for a CRT machine with his vast experience, although retirement is not being denied either. His team-mate Randy de Puniet is looking around, although he has been more assured on the bike in recent weeks.

Toni Elias will be hoping that potential team managers will look at his past results as they consider hiring him for next year, whilst Hiroshi Aoyama will also hope he can continue in the premier class. Threats to their berths come from Moto2's Stefan Bradl, who is keen on a move up to MotoGP, although his current Kiefer Racing team also have a confirmed CRT entry.

Riders seemingly keen to stay with their current teams are Karel Abraham and Hector Barbera, with the chance that the Valencian will be joined by a fellow Spaniard Julian Simon as Aspar investigate the possibilities of running a second Ducati next year.



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THE CRT CONUNDRUM

By Gavin Emmett

Ever since the plan to introduce Claiming-Rule Teams (CRT) into MotoGP was announced, the nay-sayers have been casting their dark clouds over the proposals. It has become pretty normal now for any regulation change made by the organisers of the sport to be greeted with derision by everyone from media experts to armchair engineers.

I like to think of myself as an eternal optimist however - some would also say a cantankerous devil's advocate - but either way, I tend to make sure I see both sides of the coin before throwing my two cents into the pot.

I agree, early tests of the Suter-BMW hybrid at Mugello looked fairly depressing, with rumours of 6.5 second gaps between the German-Swiss collaboration and the new 1000cc Ducati - which of course was having a few problems of its own.

However at recent tests in Brno, former MotoGP rider Mika Kallio clocked a time around 4.5 seconds behind the 2012 Honda machine and Casey Stoner at the same run-out; a significant gain against the championship's powerhouse.

That margin of difference is still too large to call the bike competitive, but it shows that development is ongoing and can likely be taken much further.

We mustn't forget at this juncture that the factories will be limited to six engines per

year and 21 litres of fuel, with the CRT bikes allowed 12 engines at 24 litres - it may not sound much, but in race trim (not testing) it could prove crucial.

The gulf in performance also raises questions of whether the bikes are actually meant to compete against factories at all.

Are CRT bikes actually meant to compete against the factories at all...?

It would be churlish of me to suggest that anyone who enters a championship wants to do so in the knowledge that they aren't capable of winning - but surely that is what has been happening in MotoGP now for years. There is the very rare win from a satellite team, but for years the factories have dominated the sport whilst propping up its core at the same time.

The main aim of the rules was to bring cheaper options for teams to become involved in MotoGP, thus enlarging the depleted grid, and if there are at least four of those CRT bikes battling amongst themselves, where is the harm?

There is every chance they could surprise at the tracks where fuel consumption is an issue, and in the future become fully-fledged and an accepted part of the sport. Just like similar bikes were back in the '60s and '70s.



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MAKING TRACKS: THE MAN BEHIND MATTERLEY

Words by Adam Wheeler, photos by Ray Archer

A motocross track is as much a character of a Grand Prix or AMA event as the riders that roll into the gate. The combination of terrain and layout, together with the effects of weather, can determine the nature of the racing over the duration of a day or two. Johnny Douglas Hamilton is a well-known name in the motocross community for his skill in forging the right elements required for a course that captures the imagination of spectators and the attention of the world's best athletes. Well-educated, articulate and blatantly passionate about what he does I've also never seen Johnny without a dirty old cap and the appearance of a guy who has been rolling around in mud all day. It is impossible not to have respect for his work when world champions are singing praises of his creations. Here, only a week after his latest success at the British Grand Prix, he explains how and why the formation of an off-road racing closed circuit is something of an art....

The fact that you raced at the British Championship level helps with your feel for a good track but plenty of people have competed and not been able to work on a piece of dirt like you have. What's the key?

Three main things: creativity, a lot of patience and an understanding of how to race a bike to a reasonable standard. If you can race a bike you'll have the touch for operating the machines. As for the creativity and patience side, if you were the sort of kid at school who could sit and paint for 10 hours without losing interest, then you're cut out for track building. You have to be able to picture it in your head when there's nothing there in front of you; not everyone can do that. In the summer we'll be in the machines for fourteen hours a day seven days a week living away from home. That's a lot of patience and dedication so it's clearly not for everybody. I always said it's not rocket science and it isn't, but those factors narrow it down.





Motorsports circuits make full use of CAD and the latest technology to hone their multi-million designs. How is the process for you and motocross? Is a computer even part of the work, or is it a lot more 'organic'; using a feel for the land and the rhythms of the sport?

Supercross has to be worked out to the metre but because of the space afforded in most motocross track-builds very often the plans remain in my head. For a GP track however, the whole site needs diagrams that are exact. I'm a little 'old school' and I still work my plans in ink, but if I need them presented to a council for example they are easily computerised.

Kids can design tracks in five minutes on the latest video games. Is it anywhere near this simple in real life?

Designing Matterley Basin, for example, was very difficult, it took days. I remember Greg [Atkins, Youthstream Circuit Manager] flying over from Holland just to try and help me out, but that sort of thing is quite rare. Very often I'll get a track sussed in a couple of hours. You can never really tell until your standing there.

What is the time scale between confirmation of drawing, the build and the test?

It often depends on the amount of rubbish you have to clear up. Private tracks on virgin ground can often be delivered within a week but something like the British Grand Prix at the Matchams Park facility took us months. We pulled over a thousand lorry tires out of the old track layout and even two cars were buried in it! That place was a disgrace and unfortunately that's a depressingly common sight for us.

What's your take on current Grand Prix courses...

If I think back to when I left school in the mid 1990's you'd be watching AMA Nationals and seeing riders railing beautiful loamy berms, hooking up on well-prepped grippy soil, then throwing it upside down over some 120ft jump like the Elevator or Laroccos Leap. In the states you'd have legends like Barnett or Bailey leaving racing and taking up track building professionally but that never really happened with the racers in Europe, it just wasn't a concern over here and it showed in the tracks as so often they ended up being built by people who didn't even ride. There was no shortage of landscapes but generally they just weren't well used, not in terms of the obstacles built and not in terms of the layouts either.

In 2004 Youthstream came in a decided to employ a former racer (Greg Atkins) specifically to take on the tracks and three main things have happened since. They are (generally speaking) slower, rougher and have more well-built obstacles. Instead of the US riders coming over and complaining the GP tracks have nothing technical about them you have them saying the complete opposite now. Jimmy Albertson even joked that some were so 'jacked up' they were more like enduro special tests. The effect this has had on riders' technique is clear as day also. Instead of the US media slagging off the GP boys they have a keen eye on them all now as most have the technical skills to compete stateside.



By making these three changes to the tracks it seems inevitably you will take a little of the flow out and perhaps in some cases a little of the fun too. In contrast Locket is one of the fastest tracks on the GP series but very few riders like it and that's because speed and flow are only enjoyable providing you have grip. I'd heard RacerX journalist Steve Matthes comment recently that pretty much eleven out of the twelve nationals have the same surface now. Tracks like Hangtown and Red Bud, which used to be hard-pack are more or less sand races and even Washougal has had sand mixed through in places. Softening the ground makes it so much easier to control the water content of the soil and therefore the grip levels too. Grip is what gives riders confidence to be aggressive and in turn makes them feel good. As a track builder it's much harder to over-water soft surfaces and even as the top soil dries in the sun the wood chip can hang onto the moisture giving a damp racing line. This surface helps berms form up well and can provide nice even ruts. You also get a much rounder bump that means the track can become rough and technical but unlike square edge bumps they remain fun to ride.

They could of course go down this route in GPs but that would take away the diversity of surfaces that makes the World Championships such a rounded test of a rider's skills. One look at the final six GPs and it's hard to think of six more contrasting surfaces. From a purist standpoint changing this would be unacceptable and it goes to show that there are consequences either way. I have personally always been a fan of the US style but even I have to admit that removing tracks like Fermo would take something away from the GPs. The diversity of circuits is what makes motocross unique as a motor sport.

The temporary track at Donington Park for the British Grand Prix and 2008 Motocross of Nations was held as an example of an artificial creation and a departure from the root essence of the sport. However when I saw footage of the Nations on TV it looked spectacular. Does MX now need to thrill spectators both at the track and through the screen?

The real reason why I don't agree with this experiment is not because it can't be done properly but because it hasn't been done properly.



The ideology is clear: it is easier (cheaper) for promoters to create a track at existing facilities than it is to create facilities at an existing track. In reality this is just not the case. It is true that it might be cheaper to create a crappy track at a facility but not a track befitting a World Championship. In order to do that you would need to give it the 'golf course treatment'. You would need to import hundreds of thousands of tonnes of soil at massive cost. You would need to landscape and seed undulations and spectator banks, then you would need to import further amounts of finer material to create a suitable race surface. Sand costs £200 per load and it disappears in a single pass of a bulldozer blade. I imported seventy truckloads of sand to my track at home and after a year of it blowing about the field you would barely notice I had done it. To entirely generate a worthwhile track out of nothing, with fencing, watering systems etc, it would cost hundreds of thousands and surely that defeats the economical purpose of going to these sites in the first place. Its easy to talk like this in hindsight.

Matterley is a phenomenal setting but it seems like the hard dirt presented a bit of challenge. What were your memories of the job for the inaugural events at the '06 Grand Prix and the Nations?

We chose the site specifically because it was a natural amphitheatre. We knew for a GP to survive in a country with no subsidies at all we would need a monster crowd. The feeling was that we could build a track in any loca-

tion, but in reality it turned into a nightmare. The surface turned out to be eight inches of soil on top of chalk. Pure white chalk as far as you could dig and the soil was 50% flint - totally unacceptable for racing. The process of building Matterley was by far the most difficult I have been involved in. If we had known before we began what it would entail there's a good chance we would have gone elsewhere. I was sick of the track when I finished it, but over the years it's grown on me and I think it does have its own charm. There's nothing quite like it and over time I think we can develop it into something the British fans can be very proud of.

It has a decent layout and is quite varied too. Nearly half the corners are off-cambered which is perhaps a little unusual these days and half the corners have no obstacles leading into them so there are good out-braking opportunities. There are only eleven take-offs but they're all big and visible so it feels like there are many more. I did want it to be a bit tougher though so softening the track was essential. I think we did that. In fact it was perhaps even a bit too rough and ratty towards the end. We had the track just right at certain moments of the day but with four classes racing on it then it was difficult to do the adjustments that were needed. I remember looking out in the morning and being happy with how damp the soil was and then the sun came out and the track held its grip well thanks to the wood-chip.





AMA-MX

SOUTHWICK

NEW ENGLAND • AUGUST 27TH

450 winner: Brett Metcalfe, Suzuki

250 winner: Tyla Rattray, Kawasaki



**AND THEN THERE
WERE TWO...**

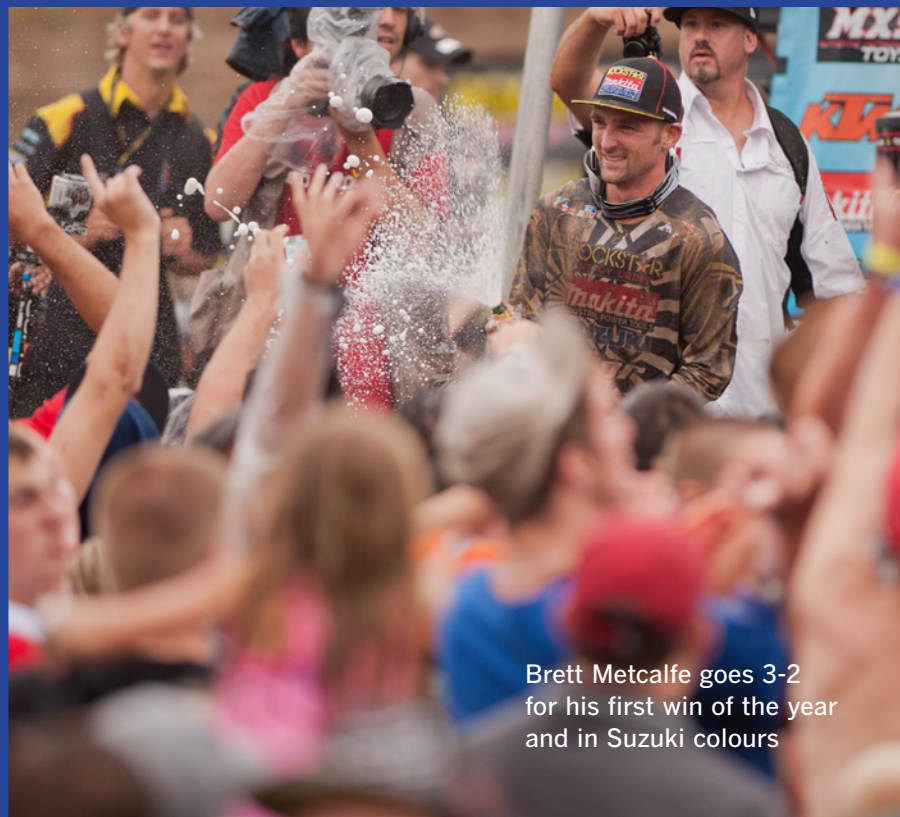
Words and Photos by Steve Cox



In the early days of four-strokes in the (now designated) 250 class in the AMA Nationals (which used to be the 125s), Southwick was a track that was frequently troublesome for Pro Circuit. They would break bikes there all the time. Even as of a couple of years ago, a mechanical failure in the first moto at Southwick contributed to Chris Pourcel missing out on the title in 2009. why?

Because sand puts a heavy load on the engines, and the more tightly wound your engine is, the more likely it is to break under said load. And what 250Fs are more tightly wound than the bike built by the Pro Circuit team?

But at this year's Southwick National, it wasn't 250Fs that the track took most of its toll on, it was the 450s. Even more odd than that, it was Honda 450s. Honda motorcycles (and for that matter cars, lawnmowers... everything!) in general are known for their reliability. But at Southwick, the factory Hondas ridden by Justin Barcia and championship contender Chad Reed in the 450 class both blew up in the first moto.



Brett Metcalfe goes 3-2 for his first win of the year and in Suzuki colours



Justin Barcia wins just his fourth 450 moto but didn't make the podium after a technical hitch in the first race

Although Honda was predictably tight-lipped about what caused the issue, I did find out that both bikes failed for the same reason and it was 'heat related'. That was about all I could get, but it makes sense in that the weather was wet so the sand

was sticky. In addition to the bikes being under such a heavy strain the radiators would be much more likely to be packed full of wet sand during the race causing the bike to be less able to keep its internals cool enough to finish. In moto two, Justin Barcia got into the lead



Metcalfe proved that fortunes can be reversed after his ill luck with mechanical problems ruined Southwick in 2010 for the Aussie

early and took off. His bike made it through moto two but Reed wasn't so lucky. First, he went down in the first turn, and then while trying to come through the pack, his bike broke again. Honda wouldn't say if it was the same issue in moto two as moto one, but it

may have been, and the one difference between Barcia and Reed in that moto was that Barcia was out front, not getting filled-in. Regardless, the championship for Reed at this point is an incredible long-shot. It's down to the two Ryans from here on out, it seems.



'Reedy' found that his Honda was not up to the task at Southwick and two DNFs pretty much finished the reigning champion's hope of a successful title defence. He now trails by 65 points with just 100 left. Reed did not miss the podium for the first thirteen motos of the season, winning seven before his Spring Creek scare

Briton Dean Wilson edged closer to the 250 championship with a solid 3-2 outing on what was not his preferred terrain





By the skin of his teeth. Ryan Dungey won the first moto with ease but started more than half a lap down in the second after his bike wouldn't fire. A flight back to seventh meant that he (incredibly) only lost one point to Vito Poto



Tyla Rattray was always a very strong sand rider while competing in Grands Prix so it was no surprise that he sped onwards to his second Southwick victory. He still needs to close a 38 point gap to team-mate Wilson for the championship though

BRETT BREAKS THE DUCK

By Steve Cox

Rockstar Makita Suzuki's Brett Metcalfe is a guy who should have won races by now. He's been in a position to win races bunches of times and it has never worked out for him. A good example occurred last year at Southwick in his first outdoor season on a 450 when, racing for the GEICO Honda team, he led the entire second moto, holding off the Ryan Dungey juggernaut the whole time, and on the last lap he ran out of fuel with only five turns left to go. He fronted races after that as well but couldn't put together a moto win. Indoors, he has won heat races but never main events in either class.

However, he can no longer be called "the fastest man never to win" in the AMA series, because at Southwick, his 3-2 score landed him his first-ever overall victory. 'It's been eight years,' Metcalfe said afterwards, 'and I hope it isn't eight more before my next one, because I'm pretty sure I'll be done before then. But no matter what, I'm a winner. I won one, and that can't be taken away from me.'

Metcalfe was strong in both motos and his win is completely legit even though he didn't pick up a chequered flag. He was fast. The only guys to pass him in the first moto were points leader Ryan Villopoto and Justin Barcia – and

Barcia exited a little later with a broken bike. And in moto two, Metcalfe came from the tail-end of the top 10 off the start to sit sixth at the end of the first lap, then pick his way by Les Smith, Jake Weimer, Villopoto and then Justin Brayton to land second by the end of the race.

And in the 250 class the big news was that the Monster Energy/Pro Circuit Kawasaki team finally lost its first moto of the entire season, as South African Gareth Swanepoel, racing for the DNA Shred Stix/Star Racing Yamaha team, led early, then lost the spot to countryman Tyla Rattray.

But Rattray stalled his bike and then when he bump-started it, it was still blubbering and not running properly at first. Swanepoel took the lead again and never looked back.

Rattray won moto two, and the overall, keeping the Pro Circuit overall-win streak intact, but Swanepoel ended the team's moto domination at 18-straight races.

Unfortunately for the rest of the field, though, Monster Energy/Pro Circuit Kawasaki's Dean Wilson was second overall (AGAIN) and now sports a 38-point lead in the title chase with only four motos left to run. He could clinch as early as Steel City, depending on what Rattray and Blake Baggett do.



Like fellow South African Rattray, Gareth Swanepoel revealed his GP-schooled sand capabilities and not only claimed a moto chequered flag for the first time in his AMA career but sealed a maiden podium result



AMA-MX CLASSIFICATION & CHAMPIONSHIP

| AMA 450 OVERALL RESULT | | |
|------------------------|---------------------|----------|
| Riders | | |
| 1 | Brett Metcalfe, AUS | Suzuki |
| 2 | Ryan Villopoto, USA | Kawasaki |
| 3 | Ryan Dungey, USA | Suzuki |
| 4 | Justin Brayton, USA | Yamaha |
| 5 | Mike Alessi, USA | KTM |

| AMA 450 STANDINGS (AFTER 10 OF 12 ROUNDS) | | |
|--|----------------|--------|
| Riders | | Points |
| 1 | Ryan Villopoto | 431 |
| 2 | Ryan Dungey | 423 |
| 3 | Chad Reed | 366 |
| 4 | Brett Metcalfe | 304 |
| 5 | Mike Alessi | 243 |

| AMA 250 OVERALL RESULT | | |
|------------------------|-----------------------|----------|
| Riders | | |
| 1 | Tyla Rattray, RSA | Kawasaki |
| 2 | Dean Wilson, GBR | Kawasaki |
| 3 | Gareth Swanepoel, RSA | Yamaha |
| 4 | Alex Martin, USA | Honda |
| 5 | Blake Baggett, USA | Kawasaki |

| AMA 250 STANDINGS (AFTER 10 OF 12 ROUNDS) | | |
|--|-----------------|--------|
| Riders | | Points |
| 1 | Dean Wilson | 438 |
| 2 | Tyla Rattray | 400 |
| 3 | Blake Baggett | 398 |
| 4 | Kyle Cunningham | 264 |
| 5 | Eli Tomac | 246 |

BAD LUCK FOR TLD

Christian Craig has been a bright spot on the 450 title chase. He's had speed, and coming from his devastating back injury a couple years ago, it was tough to know if he'd even be able to race again. He's been strong all year and has had quite a few good motos but at Southwick he went down and broke his wrist, so he's out for the rest of the year. To make matters worse for the team, Travis Baker crashed in 250 practice and broke his

collarbone, putting him out for the remainder of the season too. Southwick was not kind to Honda's racers. The top Honda in the 450 class was Justin Barcia, who finished seventh overall with his DNF and win. The next Honda was Swede Fredrik Noren in 21st overall. In the 250 class, Alex Martin was the top Honda in fourth but after him it was Justin Bogle in ninth with an 18-4. Eli Tomac finished 19th with a 14-32.



NATIONS TESTS AHEAD

There are going to be a lot of racers from the AMA series headed to France in a few weeks for the Motocross of Nations. Firstly, there's obviously Team USA, with Ryan Dungey (slated for MX1 right now), Ryan Villopoto (MX3) and Blake Baggett (MX2), but there's also Team Australia with Brett Metcalfe (MX3) and Chad Reed (MX1) coming from the USA and joining Matt Moss (MX2) there for a very strong line-up. South Africa is sending Gareth Swanepoel (MX3) and Tyla Rattray (MX1) to race 450s, even though they both race 250Fs

full-time in the States, and Marvin Musquin (MX2) is headed over for France. Dean Wilson is joining Team Great Britain at the MXoN, and chances are he'll be doing so as the new 250cc National MX Champ, and even former GP competitor Jimmy Albertson is slated to join the fray on Team Puerto Rico. That's a lot of AMA racers joining up for the big event at St Jean D'Angely, which means a lot of exhaust-pipe testing, fuel testing, and in some cases, adding weight to motorcycles to make them meet the FIM specifications.



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EYE OF THE STORM...

By Steve Cox

People always say 'it could be worse' and normally that's true. But the point of the phrase is to state that maybe you shouldn't complain about the bad situation you're in. And sometimes I think a situation is bad enough that the 'it could be worse' thing could only make you more depressed thinking about how terrible everything can be.

When a storm is classified as a hurricane, of any magnitude, it's bad. It could be worse, sure, but it's a hurricane either way. And when Hurricane Irene was bearing down on the east coast, the American motocross industry was heading that way for a race.

Motocross events are run regardless of weather although a hurricane had never been a factor before. 'Irene' was due to get to the New England area officially by early Sunday morning after the Southwick MX National, which meant everyone's flights were canceled. No one could get home from the event, including myself.

Some guys took off early from the race if they could, like Motoconcepts Yamaha team manager David Vuillemin, who caught a flight Saturday and made it home Saturday night. But racers couldn't leave, nor could their mechanics, and the job of a photographer and journalist like myself revolves around those racers and their mechanics (although mainly the racers), so I was stuck, too. Which I didn't mind all that much. I mean, it could've been worse, right?

But here's the frustrating part: Where I was staying in Massachusetts after the race – a little town named Holyoke – was basically untouched by the hurricane. It did almost nothing. There was a tree leaning slightly farther to one side at an adjacent property but that's about it. So I figured, 'what the heck? Why am I stuck here when things were this mellow?'

Then, I found out that many of the places nearby – towns and cities literally ten miles away – were beaten into submission pretty hard by 'Irene'.

MX events are run regardless of weather. But a hurricane?

So, I don't know what it was about Holyoke, but apparently I just got lucky to have been staying there. It could've been a lot worse. As I write this, I'm awaiting my flight out of Hartford, Connecticut, to get home and see my dog, Gus, for the first time in nearly three weeks.

And I was just informed that it's delayed due to a bad indicator light on the dashboard of the airplane. So, I'm going to miss my connection. But it could be worse. I called Delta and they reassigned me onto a new flight into an airport closer to home, just a little bit later in the day.

Clement Desalle

Team Rockstar Energy

Suzuki World MX1

PH: Ray Archer

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MX

BRITISH GRAND PRIX

MATTERLEY BASIN · AUGUST 21ST

MX1 winner: Tony Cairoli, KTM

MX2 winner: Ken Roczen, KTM



BOLT FROM THE BLUE: CAIROLI CLOSES ON MX1 TITLE

Words by Adam Wheeler, photos by Ray Archer



Cairolì gets wet for the eleventh time from thirteen Grands Prix



There was a bit of everything at Matterley Basin. Another KTM double from Tony Cairoli and Ken Roczen that drew both nearer to their MX1 and MX2 destinies, another re-emergence from Christophe Pourcel, a horror-smash and performances from Tommy Searle (runner-up overall in MX2) and Brad Anderson (career best fifth in MX1 that more than justified his polemic selection for the British Moto-

cross of Nations trio) that got the flags waving and cleared the vocal chords of a 20,000-odd attendance for the weekend.

To a hand, each rider had no qualms in proclaiming Matterley the best track of the year. The layout was open and invited an attacking philosophy. The hefty jumps were enjoyable for the spectators seemingly as much as the racers. Cairoli: 'The track is awesome. The best



Pourcel forces the critics to a whisper but in typical fashion his podium result was not without cause for debate

of the season so far. It is so wide and there are a lot of lines. If you are faster then you have ways to pass. I think it is one of the best I have ridden and my favourite after Lommel.' MX1 was a three-way dice between KTM's Cairoli, Kawasaki's Pourcel and Yamaha's Steven Frossard; the latter quick out of the blocks from the start of the first chrono of the weekend. MX2 was a one-rider demonstration of

championship pedigree from Roczen who went unchallenged for 1-1. A couple of issues arose from this thirteenth round of fifteen. Pourcel was smooth, creative and bold with his lines and deserved his first pole position since 2007 just ahead of Frossard on Saturday. The first moto was gifted to the former world champion after Frossard – comfortable for almost thirty minutes set-



Searle unveiled arguably the ride of the day to recover from twelfth in the first moto. The Brit bemoaned his inability to match the KTMs for starts in 2011

ting the pace – stalled the radiator shroud-less Yamaha in a corner and conceded ground. It was the first chequered flag Pourcel had seen since the Unadilla AMA National a year earlier. Whether the 22 year old should have been able to scale his first GP podium since 2007 with second overall is a matter of contention.

Pourcel had flipped out of the second moto on the first lap after what he described a 'stupid' crash coming short on a table-top. 'The bike was broken and I had to stop. I wasn't happy because it was my fault,' he recalled. 'I was almost at the car because I was pretty mad when all the people ran back and said 'let's

Steven Frossard will look back and wonder how he did not win the British Grand Prix. He lost one moto through a small mistake and had a clear lead in the second scrubbed through no fault of his own



go!'. It was a rush to get ready again but we made the podium so it is pretty good.' Pourcel's reprieve came courtesy of a sickening crash between impressive wild-card Billy Mackenzie (who had run third for almost half the first moto until Cairoli had moved up after recovering from his bad start) completing the

quad jump and being unable to avoid rapid TM rider Tanel Leok who'd made only a triple-single. The former British Champion's (and first and only Brit to win an MX1 GP) landing was sickening and emotions connected with Steve Ramon's serious accident at Lommel resurfaced. Mackenzie and Leok were both



Billy Mackenzie's first Grand Prix since 2009 was a helter skelter ride (with a bumpy end) but the Scot still proved he can cut it at the highest level



Catching a false neutral gave Shaun Simpson a headache throughout race day and the Scot couldn't believe his luck when the second moto was stopped

taken to the medical centre after the race had been stopped and were later given the all-clear from any major ailment. The moto was re-started in its entirety allowing the waiting zone to welcome Pourcel again and was galling for Shaun Simpson and David Philippaerts' replacement on the factory Yamaha, Carlos Cam-

pano, who'd been running second and third behind Frossard. Cairoli nailed the holeshot and Frossard's 2-2 finish was not enough to displace the combined results of the two riders next to him. The accident that stopped the race was one of several heavy incidents that highlighted



Charge of the orange brigade. The MX2 season has been prevalent with KTMs leading the pack around the opening turn



Curiously under-rated and often over-looked 21 year old Brit Jake Nicholls was again one of the UK's top runners in the MX2 pack

the perils of the huge doubles and triples that Matterley hoisted (but that Roczen said were do-able on the 250s). One can only hope the lengthy injury list in MX1 has not extended, with Leok and the fallen Xavier Boog also looking at a neck fracture. As it stands Cairoli only needs to finish 4th

in the first moto if Frossard wins this coming weekend (September 3rd/4th) at Gaildorf in Germany to pick up his third consecutive MX1 title. Roczen has a 40 point lead which means he only needs ten more than Jeffrey Herlings at what will be an intense second home event of the season for the AMA-bound teenager.

Roczen soars clear (yes, that is an English sky) to pick up his seventeenth and eighteenth moto victories from the twenty-six held this year







2010 MX3 World Champion Carlos Campano used factory Yamaha machinery to better his previous highest finish of fourteenth in 2011 and equal a career-best with sixth overall



A Saturday crash was an early reminder to Jeffrey Herlings that Matterley Basin was not to be taken lightly





Max Anstie went to the gate last for his very first home Grand Prix after his Kawasaki smoked for almost the entire duration of the qualification heat (only expiring on the final lap). Anstie claimed that he could not see his pitboard. He finished the GP with eighth overall

RULING BRITANNIA...

By Adam Wheeler

The British Grand Prix worked...just about. I've described this event in the past as a poisoned chalice. A challenge for those with a bit of financial clout banking on a guaranteed passionate and loyal following, and therefore an institution without a grain of stability as the mantle has passed from location to location, wallet to wallet. Matterley called on the good will of many, the endurance capabilities of Steve Dixon and a need to try and host the event on a budget to see if it can generate anything near self-sustenance.

For those privy to the inner workings and behind the scenes 'on-goings' at this edition such as the 'last minute.com' nature of some logistics and amenities and the barely functioning communications supply this was a typical British Grand Prix; a spectacle with so much potential but not quite rising to the level of exceptional...yet.

The upheaval was under the surface and for the few hundred people that travel and work with the championship. On the face of things though Matterley was great: a decent attendance in the face of adversity (who could blame people for being sceptical after all the promises of recent years, the price hikes and the traffic and set-up problems that took the gloss off the first and last Grand Prix at Matterley in 2006), a thumbs-up from the local authorities, no apparent entry-exit problems, and at the heart of it all...a totally fantastic track. Johnny Douglas

Hamilton's credentials were further established and of the many riders I spoke with almost all praised the course, only two weeks after a tide of complaints at the one-line Loket in the Czech Republic. Although it might inhibit viewing possibilities I think opening some sections of the infield could create an even better atmosphere (and the cheers that greeted Tommy Searle's exploits have not been louder at any GP this season).

Matterley Basin 2011 in short: a ferocious track that the riders could get their teeth into but couldn't disrespect, the absence of English rain (a lucky escape) and performances by the likes of Searle, Anderson and Mackenzie helped instigate a resurrection of the British Grand Prix and embellish Matterley as one of the premium world championship venues. Steve Dixon was on-hand to speak to OTOR on Monday morning after the thirteenth round of fifteen: "We had some teething problems but I believe the fans and people enjoyed the race and the police and council are very happy. It was tough to get people to believe in the Grand Prix again. The price increases involved in some of the logistics since 2009, especially with things like fuel, are incredible. We know the cost of living has gone up but it made things really difficult. I feel tired now but I enjoyed watching the races and we want to build more now, more infrastructure, more roads and hopefully do it again."





CLASSIFICATION & WORLD CHAMPIONSHIP

MX1 OVERALL RESULT

Riders

| | | |
|---|-------------------------|----------|
| 1 | Tony Cairoli, ITA | KTM |
| 2 | Christophe Pourcel, FRA | Kawasaki |
| 3 | Steven Frossard, FRA | Yamaha |
| 4 | Max Nagl, GER | KTM |
| 5 | Brad Anderson, GBR | Honda |

MX2 OVERALL RESULT

Riders

| | | |
|---|-----------------------|----------|
| 1 | Ken Roczen, GER | KTM |
| 2 | Tommy Searle, GBR | Kawasaki |
| 3 | Gautier Paulin, FRA | Yamaha |
| 4 | Jeffrey Herlings, NED | KTM |
| 5 | Arnaud Tonus, SUI | Yamaha |

MX1 WORLD CHAMPIONSHIP STANDINGS (AFTER 13 OF 15 ROUNDS)

| Riders | Points |
|--------------------|--------|
| 1 Tony Cairoli | 554 |
| 2 Steven Frossard | 472 |
| 3 Clement Desalle | 461 |
| 4 Max Nagl | 410 |
| 5 Evgeny Bobryshev | 387 |

MX2 WORLD CHAMPIONSHIP STANDINGS (AFTER 13 OF 15 ROUNDS)

| Riders | Points |
|--------------------|--------|
| 1 Ken Roczen | 590 |
| 2 Jeffrey Herlings | 547 |
| 3 Tommy Searle | 479 |
| 4 Gautier Paulin | 425 |
| 5 Arnaud Tonus | 353 |

2012 LINE-UPS START TO TAKE SHAPE

Gautier Paulin, owner of seven podium finishes in the MX2 world championship and factory Yamaha rider for the last two seasons, was finally announced as a works MX1 Kawasaki representative for 2012 last week. The move involves arguably the most high profile racer on the market officially planting his feet. Paulin's transfer to a 450cc motorcycle has been well-mooted for over a year and since he won a moto at the 2009 Motocross of Nations. The tall and talented Frenchman has never look capable of challenging Ken Roczen in 2012 or obtaining a race start on a level par with the KTMs. That he should leave the most successful team in the history of the MX1 class is a bold decision and could be one that backfires considering Kawasaki's shuffling of Paulin when he was signed for 2008 on a works KX250F and 'placed' in the Bud Racing crew for 2009, where he was not shy of saying the equipment was not sufficient for a title shot

(he finished 3rd at the end of the campaign). Paulin does have the backing of KRT team owner Thierry Chizat Suzzoni, a long time admirer, and will also work with former MX3 champion Yves Demaria who is a close friend. The financial package is also rumoured to be very good.

Behind the scenes other people are having conversations and negotiations to fill the remaining slots. Expect to see confirmations for the likes of Jonathan Barragan (odds heavily against to be a works rider for '12), Tanel Leok (strongly linked with the second ride at Suzuki), Shaun Simpson, Davide Guarneri, Ken De Dycker and more in the coming two weeks. Suzuki, Yamaha and teams like LS Honda, TM, CLS Kawasaki (with a bizarre rumour about Max Anstie having had his contract terminated) and IceOne Kawasaki also probably issuing communications in the coming days.



NEW CRF450RS DUE IN COMING MONTHS...?

Honda Motor Europe and the Honda World Motocross team were able to confirm three things at the British Grand Prix.

Firstly that they are committing to the second of their three year project in the FIM Motocross World Championship (what happens after 2013 you might wonder).

Secondly that they will continue with riders Evgeny Bobryshev and Rui Goncalves for the next two seasons and lastly that some brand new CRF450R motorcycles are due in the coming months.

No major surprises there but the amount of fuss being generated from inside Honda about the fresh technology means that a fairly innovative model is on its way (without any details forthcoming as of yet, even Goncalves admitted he didn't know was in store).

Encouragingly, HME Off-road Racing Manager Roger Harvey, former GP racer and long time veteran of the sport, says that the Japanese engineering division of the world's largest motorcycle manufacturer is 'currently taking a much bigger interest in Grand Prix motocross, much more than at any time I've known it'.



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TOO MUCH AT TOO MUCH OF A PRICE...

By Adam Wheeler



It is a huge shame that the premier class of the FIM Motocross World Championship was to all intents and purposes over with three rounds still to run of the fifteen. Once again Tony Cairoli was left to dust off his calculator; not only to work out the difference over his nearest rival for the crown but also the permutations for the date and place of his fourth title. Since limping from the paddock to the press room at the opening round of the season in Bulgaria where he took a conservative ninth position with an injured knee Cairoli has been too strong, too reliable and too smart.

That last characteristic is vital. Cairoli has not been perfect. In fact he has fallen off in more races this year than I seem to remember in the last two but he has rested, tested and almost completed another stellar term for KTM. In contrast peers like Clement Desalle, Evgeny Bobryshev and Max Nagl have seen the cost of combining world championship duty with national races rake dearly. The old cliché of using domestic events as an improved form of training simply doesn't wash anymore. The high frequency of Grand Prix dates (only five free weekends from early May to mid-September) means that rest time has been few-and-far between and you have to question why a title contender would need to travel to an ill-equipped circuit, bustling with riders not in the same league and defy possibly perilous conditions...for the sake of what?

The counter argument of course is that misfortune can strike at any time and the savage injury to David Philippaerts (three weeks in hospital, morphine doses, three operations) is proof that a rider does not need to be in the midst of an insignificant race to ruin his season. The issue of world championship stars opting out of national

series' does nothing for the good of motocross in respective countries and the folly of scheduling competitions before or after the FIM contest is not helped by the European climate (the four-round Italian championship saw rainfall and even snow hit-hard in February, while it would take a brave British, Dutch or Belgian promoter to embrace a date in October and November).

It is a quandary that is almost age-old but the incredible injury list in MX1 this year has pushed the topic to the forefront of discussions again with Desalle in particular setting the pace in the first half of the MX1 term only to sink out of view with not one but two ailments picked up while away from the GP paddock in what should be the absolute priority for the team and sponsors. 'I can't say anything because it might be in his contract to do those races,' said Steven Frossard to me recently after we'd inked a column for Yamaha. 'For me personally I think it is a very hard season and to have those events between GPs is very demanding.'

Frossard, the 2011 Italian Champion incidentally and a rider who has been nursing damaged thumb ligaments for the better part of four months, is someone who has foresworn any distractions from his GP commitments and is set to finish second in his rookie attempt in MX1. The Frenchman and the world champion elect are two of just four riders (three active with Philippaerts out and Rui Goncalves among the best points scorers and owner of his first podium three rounds ago) in the current top ten of the standings that have elected not to divert from the GP calendar. By virtue of their positions - and ruling out the old hand of fate that can be cruel and kind in every season - this cannot be a coincidence can it?

Girls of Motocross
By Ray Archer
www.mx-life.tv





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